

SECTION II  
NAVIGATION PUBLICATIONS

NM 11/02

SAILING DIRECTIONS CORRECTIONS

**PUB 127**            **6 Ed 2000**            **LAST NM 1/02**  
Page 195—Line 22/L; read:  
lighted buoy.  
(BA NP 17, Supp. 3/01)            11/02

**PUB 175**            **7 Ed 2001**            **LAST NM 8/02**  
Page 7—Line 2/L; read:  
Diemen Inlet. A dangerous wreck is charted 6 miles NW of  
the entrance to **Spring Creek** (16°48'S., 141°05'E.).  
(BA NP 17, Supp. 3/01)            11/02

Page 92—Line 42/L; read:  
**Anchorage.**—Anchorage can be taken about 3.5 miles  
NW of the CALM buoy, as shown on chart.  
(BA NP 17, Supp. 3/01)            11/02

Page 92—Line 18/R; read:  
tankers. A yellow mooring buoy lies 4.25 miles SE of the  
facility in a depth of 60m.  
(BA NP 17, Supp. 3/01)            11/02

Page 92—Line 24/R; insert after:  
**Anchorage.**—An anchor berth, as shown on chart, has  
been established 700m NW of the platform.  
(BA NP 17, Supp. 3/01)            11/02

Page 92—Line 27/R; insert after:  
**Stag Marine Terminal** (20°17'S., 116°16'E.) is sur-  
rounded by a cautionary area, which has a radius of 3 miles.  
This area consists of a production platform (Stag Terminal),  
submarine oil pipelines, and a CALM (catenary anchor leg  
mooring) buoy.  
**Anchorage.**—An anchor berth, as shown on chart, has  
been established 2 miles NW of the CALM buoy.  
(BA NP 17, Supp. 3/01)            11/02

**PUB 192**            **7 Ed 2000**            **LAST NM 32/01**  
Page 163—Line 41/L; read:  
between 44 and 90m.  
The latest information concerning the canal is now  
available on the Internet at [www.keil-canal.org](http://www.keil-canal.org).  
(Ger NM 30/01)            11/02

**PUB 194**            **8 Ed 2000**            **LAST NM 35/01**  
Page 95—Line 56/L; read:  
Holtenau pilot station.  
The latest information concerning the canal is now  
available on the Internet at [www.keil-canal.org](http://www.keil-canal.org).  
(Ger NM 30/01)            11/02

**PUB 195**            **6 Ed 1999**            **LAST NM 10/02**  
Page 57—Lines 19 to 23/L; read:

**Pilotage.**—See paragraph 5.1 and Pub. 140, Sailing  
Directions (Planning Guide) North Atlantic Ocean, Baltic  
Sea, North Sea, and the Mediterranean Sea for information  
pertaining to vessels in Swedish waters.

The main pilot stations along this part of the coast are  
situated at Gavle, Sundsvall, and Ornskoldsvik.

The station at Gavle provides pilotage for the area lying  
between a line bearing 090° from Rodhall (60°36'N.,  
17°59'E.) and latitude 62°08'N (see paragraph 6.6).

The station at Sundsvall provides pilotage for the area  
lying between latitude 62°08'N and latitude 62°50'N, in-  
cluding Gaviksfjarden and Angermanalven (see paragraph  
6.18). Requests for pilotage in this area must be made  
through the VTS station at Gavle.

The station at Ornskoldsvik provides pilotage for the area  
between a line bearing 140° through Norrbyskar (63°33'N.,  
19°52'E.) and latitude 62°50'N (see paragraph 6.30).  
Requests for pilotage in this area must be made through the  
VTS station at Lulea (see Sector 9).

(BA NP 286)            11/02

Page 61—Lines 27 to 55/L; read:

**6.12 Vallvik** (61°11'N., 17°10'E.) (World Port Index No.  
25640), a small industrial harbor, is situated near the S  
entrance point of Ljusnefjarden.

**Depths—Limitations.**—The harbor can be entered  
through two channels, which are both authorized for drafts  
up to 7.5m.

The shorter channel leads WNW for 0.7 mile from a  
position located 0.6 mile E of Vallvik Light. It then  
continues SW between Fabodvallshararna and Storgrytan.  
This part of the channel is marked by buoys and is very  
narrow in places.

The longer channel leads NW for 1.3 miles from a  
position located 0.6 mile E of Vallvik Light. It passes SW of  
Saggrundand shoal and Nestorsgrund shoal. The channel  
then continues SW, rounds the N end of Storgrytan, and  
leads SE for 0.7 mile to the harbor.

The main pier extends NW into the harbor and is 200m  
long. It has depths of 5 to 8.1m alongside the NE side. The  
berth at the SE side is 70m long and has depths of 5.3 to  
7.4m alongside.

A quay extends about 190m ESE from the root of the pier  
on the NE side. It has depths of 2.4 to 5m alongside, but is no  
longer used by commercial vessels.

**Aspect.**—The inner part of the entrance channel is  
indicated by a lighted range and is marked by buoys.

**Anchorage.**—Vessels can anchor, in depths of 12 to 15m,  
clay, N or S of Nestorsgrund shoal, staying clear of the  
harbor entrance channels.

Well-sheltered anchorage may also be obtained, in a depth  
of 10, clay, about 0.3 mile WSW of Lekskaraen shoal.

**Caution.**—Vessels over 5,000 dwt are advised to enter or  
leave the harbor during daylight hours only.

## PUB 195 (Continued)

**Ljusne** (61°12'N., 17°08'E.) (World Port Index No. 25650), a small commercial and fishing harbor, is situated at the W side of Ljusnefjorden, at the mouth of a river.

**Depths—Limitations.**—The harbor is initially approached by using the longer channel to Vallvik. From a position located N of Storgrytan, a buoyed fairway, which is authorized for drafts up to 3.6m, leads W to the entrance.

The commercial quay, on the N side of the harbor, is 100m long and has a depth of 4.5m alongside. The fishing quay, on the S side of the harbor, is 80m long and has a depth of 4m alongside.

A quay extends about 190m ESE from the root of the pier on the NE side. It has depth of 2.4 to 5m alongside, but is no longer used by commercial vessels.

**Aspect.**—The inner part of the entrance channel is indicated by lighted ranges and is marked by buoys.

**Anchorage.**—Vessels may find well-sheltered anchor, in a depth of 10m, clay, W of Storgrytan.

**Orrskarshamnen** (61°13'N., 17°10'E.), a small commercial harbor, is situated at the NW side of Ljusnefjorden.

**Depths—Limitations.**—From a position located 0.6 mile E of Vallvik Light, a buoyed channel, 110m wide, leads in a NW direction for about 1.5 miles to the harbor. It passes SW of Saggrund and NE of Nestorsgrund. This channel is authorized for drafts up to 11.1m.

A concrete pier, equipped with a conveyor system for loading wood chips, is situated in the S part of the harbor. The berth on the E side of the pier is 100m long and has a depth of 11.8m alongside. The berth on the W side is 90m long and has a depth of 10.8m alongside.

A quay, situated close NW of the pier, has a berth, 100m long, with a depth of 10.4m alongside.

**Aspect.**—The inner part of the entrance channel is indicated by a lighted range.

**Ala** (61°13'N., 17°10'E.), a small commercial harbor, is situated at the N side of Ljusnefjorden.

**Depths—Limitations.**—From a position located 0.6 mile E of Vallvik Light, the channel leads in a NNW direction for about 1.7 miles to the harbor. It passes close WSW of Saggrund and between Nestorsgrund shoal and the islet of Abrahamsharen. This channel is authorized for drafts up to 7.4m.

A concrete pier, 160m long, extends ESE into the harbor and is used for exporting timber products. The berth on the S side of this pier is 120m long and has depths of 7.7 to 8m alongside. The berth on the N side is 130m long and has depths of 5.8 to 5.9m alongside.

**Aspect.**—The inner part of the entrance channel is indicated by a lighted range and is marked by buoys.

**Caution.**—Vessels with drafts over 5.5m must enter during daylight.

(BA NP 20; Lloyds Ports)

11/02

Page 61—Lines 1 to 30/R; strike out.

(NIMA)

11/02

Page 63—Lines 27 to 56/R; read:

**Iggesund** (61°38'N., 17°07'E.) (World Port Index No. 25760) is situated at the head of a narrow inlet, 5 miles S of Hudiksvall.

**Ice.**—The channel leading to Iggesund is normally obstructed by ice from January to April.

**Depths—Limitations.**—The routes leading from seaward into Hudiksvall are authorized for drafts up to 9.9m.

The entrance channel leading to the harbor is authorized for drafts up to 8m as far W as Skarnas Terminal, the commercial facility.

Skarnas Terminal consists of a concrete pier and a quay. The pier, at the E side of the terminal, is 152m long and has a berth on each side. The berth on the N side is 150m long and has a depth of 7.9m alongside. The berth on the S side is 140m long and has a depth of 7.9m alongside.

The quay, located W of the pier, is 240m long and has a depth of 7.8m alongside.

**Regulations.**—Vessels bound to or from Skarnas Terminal should make a general call on VHF channel 16 prior to proceeding through Dukarsund, the narrow entrance channel. Inbound vessels should call when passing Bondgrund shoal (61°37'N., 17°16'E.); outbound vessels should call before leaving the berth.

**Aspect.**—The entrance channel is indicated by a lighted range and marked by buoys.

The buildings and chimneys, up to 125m high, of the textile factory at Iggesund are conspicuous.

**Anchorage.**—Anchorage can be obtained, in depths of 10 to 12m, mud, SW of Skarnas Terminal.

(BA NP 20; Lloyds Ports)

11/02

Page 80—Lines 30 to 57/L; read:

## Approaches to Uusikaupunki and Rauma

**7.3 Directions.**—The coastal route leads 23 miles NNE from N of Sandback Light (60°46'N., 20°45'E.) to WNW of Rauman Majakka Light (61°09'N., 21°10'E.).

The main approach route from W to Uusikaupunki, which is authorized for drafts up to 10m, leads SE from seaward and passes NE of Sandback (60°46'N., 20°45'E.) and SW of Isokari (60°43'N., 21°01'E.). From a position about 1 mile SSE of Isokari rear range light, the route continues in a NE direction for 6.5 miles to a position close SW of Hylkiletto (60°46'N., 21°13'E.). It then leads 1.2 miles N, 0.8 mile NE, 2 miles ENE, and about 1 mile SE through a buoyed channel to the harbor entrance fairways.

An alternate approach route from W leads about 10 miles E from a position 3.7 miles SSW of Sandback Light. It passes S of Sandback and Isokari. This route is authorized for drafts up to 8m and joins the main Uusikaupunki approach channel.

The main approach route from N to Uusikaupunki, which is authorized for drafts up to 9m, leads SE from seaward to a position about 0.4 mile NW of Kajakulma Light (61°00'N., 21°11'E.). It then continues for about 20 miles in a S direction, passing between the numerous offshore islets and shoals, to join the main Uusikaupunki approach channel close NE of Pohjamatala (60°45'N., 21°11'E.).

**PUB 195 (Continued)**

There are two main approach routes leading from seaward to Rauma. The S route, which is known as the Rauma Channel, is authorized for drafts up to 10m. It leads SE and passes about 1.2 miles SW of Rauman Majakka Light (61°09'N., 21°10'E.) and NE of Reilander shoal. From a position about 2 miles NW of Rihtniemi Light (61°05'N., 21°18'E.), the route then leads about 1.5 miles ESE, 3 miles NE, and 1 mile NNE through a buoyed channel to the harbor.

The N route, which is known as the Valkeakari Channel, is authorized for drafts up to 7m. From a position about 1.5 miles NE of Rauman Majakka Light (61°09'N., 21°10'E.), this route initially leads 1.8 miles NE to a position about 2.2 miles NW of Kylmapihlaja Light (61°09'N., 21°18'E.). It then leads 3 miles ESE and 0.5 mile SSE to pass close E of the island of Valkeakari. This route, which is only partly buoyed, continues SE for about 2 miles to the harbor.

An offshore track, which is authorized for drafts up to 5.5m, connects the main N approach route to Uusikaupunki with the two main approach routes for Rauma. From a position 1.6 miles NW of Kajakulma Light, the track leads 2.3 miles N and passes 2 miles W of Laitakari Fishing Light (61°03'N., 21°13'E.). It then continues 4.5 miles NNE and joins the two main routes in the vicinity of Rauman Majakka Light.

Several secondary channels, which are available for vessels with light drafts and local knowledge, branch off the main approach routes and may best be seen on the local charts.

**7.4 Lyokki Tower** (60°56'N., 21°08'E.) is a conical tower situated on the N  
(BA NP 20) 11/02

Page 80—Lines 1 to 9/R; strike out.  
(NIMA) 11/02

Page 84—Lines 26 to 44/L; read:

**7.13 Kasko** (Kaskinen) (62°23'N., 21°14'E.) (World Port Index No. 27670) is situated on the W side of the island of Kasko, about 8 miles NW of Kristinestad. This small port consists of a natural harbor lying between the islands of Kasko and Esko (Eskilso), close W of the town.

**Winds—Weather.**—The harbor is well-sheltered from all winds.

**Ice.**—During the winter, this port is usually the northernmost port within the Gulf of Bothnia to be kept open by icebreakers.

**Depths—Limitations.**—The main approach route leads NE for about 4 miles from a position located 5 miles SW of Salgrund Light. The entrance channel then leads in a N direction between Salgrund Light and Storremmargrund Light. The route is authorized for drafts up to 9m as far as the Deep Water Quay and then for drafts up to 7.2m as far as the Inner Harbour Quay.

Deep Water Quay is 250m long and has depths of 8 to 10m alongside; Outer Harbour Quay is 35m long and has a depth of 6.5m alongside; and Inner Harbour Quay is 160m long and has a depth of 6m alongside. Vessels up to 185m in length and 9m draft can be handled.

**Aspect.**—The approach and entrance channels are indicated by lighted ranges and marked by buoys.

**Pilotage.**—Pilotage is compulsory. Pilots can be contacted by VHF and board about 5.5 miles SW of Salgrund Light. They are provided by the station at Vaasa.  
(BA NP 20; Fairplay Ports) 11/02

Page 84—Lines 1 to 6/R; strike out.  
(NIMA) 11/02

## WORLD PORT INDEX CORRECTIONS

PUB 150

17 Ed 2000

LAST NM 10/02

## EVEN PAGE CORRECTIONS

INDEX NUMBER	PORT	COUNTRY CODE	LATITUDE	LONGITUDE	PUBLICATION	CHART	HARBOR SIZE	HARBOR TYPE	SHELTER	ENTRANCE RESTRICTIONS				OVERHEAD LIMITS				TIDE	MAX SIZE VESSEL	GOOD HOLDING GROUND	TURNING AREA			
										TIDE	SWELL	ICE	OTHER	CHANNEL	ANCHORAGE	CARGO PIER	OIL TERMINAL							
*9769	EL BLUFF	NU	1200N	08342W	148	28082	V	CN			N	N	N	Y	N	O	M	O	O		M	Y	11/02	
9805	PUERTO MOIN	CS	1000N	08305W	148	28049	S	CN	F	*	N	Y	N	Y	N	G	E	H	G		M	Y	N	11/02
9810	PUERTO LIMON	CS	0959N	08301W	148	28049	S	CN	F		N	Y	N	Y	N	H	K	K	J	01	L	Y	Y	11/02
9825	LAGUNA DE CHIRIQUI	PM	0857N	08207W	148	28042	S	CN	G		N	N	N	N	N	A	A	J	B	02	L	Y	Y	11/02
9830	ALMIRANTE	PM	0918N	08224W	148	28054	V	CN	G		N	N	N	Y	N	L	F	L	L	01	L	Y	Y	11/02
9865	MANZANILLO	PM	0922N	07953W	148	26068	M	CB	E		N	N	N	Y	N	G		H		03	L	Y	Y	11/02
9875	BAHIA DE LAS MINAS	PM	0924N	07949W	148	26066	S	CN	G		N	N	N	Y	N	J	H	M	J	01	L		Y	11/02

## ODD PAGE CORRECTIONS

INDEX NUMBER	1ST PORT OF ENTRY U.S. REPRESENTATIVE ETA MESSAGE	PILOTAGE		TUGS SALVAGE TUGS ASSIST	QUARANTINE		COMMUNICATIONS				LOAD/ OFFLOAD			MEDICAL FACILITIES GARBAGE DISPOSAL DEGAUSS DIRTY BALLAST	CRANES		LIFTS			SERVICES			SUPPLIES				REPAIR DRYDOCK RAILWAY
		COMPULSORY AVAILABLE	LOCAL ASSIST ADVISABLE		PRATIQUE DERATT CERT OTHER	TELEPHONE TELEGRAPH RADIO RADIO TEL AIR RAIL	WHARVES ANCHOR MED MOOR BEACH MOOR ICE MOOR	FIXED MOBILE FLOATING	100 TONS PLUS 50 - 100 TONS 25 - 49 TONS 0 - 24 TONS	LONGSHORE ELECT STEAM NAVIG EQUIP ELECT REPAIR	PROVISIONS WATER FUEL OIL DIESEL OIL DECK ENGINE																
*9769	N Y	Y Y		Y	Y	N	Y Y	Y		Y N	Y		Y		Y		Y			Y Y Y	C	11/02					
9805	Y N Y	Y	Y	Y			Y Y Y Y	Y		Y Y			Y		Y					Y Y Y Y	C	11/02					
9810	Y N Y	Y Y	N	Y	Y		Y Y Y Y Y Y	Y		Y Y	N	Y Y		Y Y Y		Y Y Y Y			Y Y Y Y	C	11/02						
9825	Y	Y Y		N	Y Y Y		Y Y	Y		Y N	Y	Y		N N N N N		N Y Y Y						11/02					
9830	Y N Y	Y Y		N N	Y Y	Y	Y Y Y Y Y	Y		Y	N	Y		Y	Y Y		Y Y N N		Y Y N N	N	11/02						
9865	Y	Y	Y Y	Y		Y Y Y Y Y Y	Y			Y		Y Y		Y Y Y		Y Y Y		Y Y Y	N	11/02							
9875	Y N Y	Y Y		Y	Y	N	Y Y Y Y	Y		Y	N			Y N N N N		Y Y Y Y		Y Y Y Y	C	11/02							